CHARITY

Two stylishly gowned women boarded an Amsterdam avenue car at Fifty-second street that very cold morning of last week, talking animatedly and disdainfully about a certain club president whose recent action in the matter of regulations had greatly offended them. They made no efforts to disguise their rancor, and spoke loudly enough to be heard throughout the car.

"It is only the rich who are thoroughly heartless," said the younger of the speakers. "I never knew it to fail in the course of my rather extensive experience that the more money people own the less heart they have. Prosperity seems to turn their hearts to stone."

Presently the car stopped to admit a woman carrying an infant carefully but insufficiently wrapped in a plaid shawl. She was very pale and thin and poorly but neatly clothed, and her hands, which were uncovered, were blue with the cold. A block further down another woman boarded the car, a young, handsome woman, gowned from head to foot in a long light cloth, fur-lined garment, and fur-trimmed hat unmistakably Parisian in make. She seated herself with a crisp rustle of silken skirts, paid her fare, and then her eyes strayed to the shivering little woman opposite her, and without a word she rose, crossed the car and took the seat beside her.

"Do you know that your baby looks very cold?" she asked, putting her daintily gloved hand on the old plaid shawl. "Is n't she too thinly covered for this bitter day?"

"It is all that I have," the mother answered in a dry voice. "She seemed sick this morning, and I hadn't the heart to leave her while I came away. I am on my way to the factory for my week's work, which I do at home."

The little hand that the lady uncovered was quite blue, and the face above it was ghastly white and pinched. "I don't thing she is sick; she's only cold," said the stranger gently.

Then she looked down at her own attire, but there was nothing to take off, for the furs were undetachable. "If you will let me hold the baby under my furs for a little while I think she will soon be warm," she ventured.

So she threw back the lapels of her fur-lined coat and pressed the plaid bundle against her warm heart and laid her glowing cheeks to the tiny cold face. "I'll carry her over to the factory, if you will let me," she told the mother cheerfully, "so that she won't be cold again until we can find something warmer for her. I have no children of my own, but I am very fond of babies. All women are, I think. They are so sweet and helpless, you know."

They left the car at Houston street, the tall, beautifully gowned woman carrying the child in her strong gentle arms, and the other woman following with a look of bewilderment on her pallid face.

"You may be sure that baby won't be cold again this winter," remarked a man who had watched the incident with the keenest interest. "Do you know that was the prettiest little act of charity I've seen for many a day? A rich woman, too," he added significantly, with a glance at the two revilers of wealth.—New York Times.

ON THE RAIL

There are some few railroads in this country on which it is considered quite the right thing for conductors on passenger trains to supplement the earnings of their legitimate trade by a little money "on the side" made from chance passengers. Such a road is Texas and Pacific, for instance. It is quite a common saying that the road pays its dividends to its conductors. It quite frequently happens that after a few months of service on the road a conductor has made a nice little sum of money through complacency in the matter of issuing the regular tickets when he collects fares.

The road is in the habit of sending out inspectors every now and then to get an eye on the conductors who do these things. The coming of this inspector is generally well known. It happened one time that Jim Reilly, conductor on No. 3 west bound, bought for himself a diamond ring such as conductors love. It was a handsome bit of jewelry, and it cost Mr. Reilly $100. He wore it constantly.

The inspector on his travels got into conversation with Mr. Reilly. He had offered to buy his fare, and had been firmly told that the company had a rule about "excess charges," which excess would be duly returned on presentation of the slip which the conductor gave him. They talked casually.

"That's a pretty nice ring you're wearin'," said the inspector.

Now at that a great fear took hold of Mr. Reilly. He knew the gentleman for what he was. He knew, too, that an admission concerning that ring would be liable to attact some suspicion, for the wages of conductors are not princely. Therefore he lied.

"Looks pretty, but it ain't much. I liked the looks of it. I'll let you have it for $5. That's better than I paid."

"I'll take it!" said the stranger, diving down into his pocket. He eyed the conductor closely the while.

Jim Reilly was not a very bright man. He pulled off the ring and handed it over. After that he went on his way down the car, and he enjoyed immensely the task of kicking a tramp off the front platform of the baggage car into the middle of Texas. Ordinarily he was careful never to visit the front end of that baggage car.

He never mentioned that ring to any one. But about a month after the occurrence he got the ring back. It came by registered mail and in the box was a slip of paper with these words:

"You're not sharp enough to do much harm."

Why She Studies Law

When the young woman typewriter announced her intention of joining an evening law class her friends remonstrated on the ground that the study of law makes a woman seem so masculine, but she insisted that she was obliged to do it in self-defense.

"I'm being cheated right and left," she said, "and if I don't learn how to stand up for my rights I'll soon be bankrupt. Now, if I had known the first thing about law I shouldn't have been imposed upon as I was yesterday.

"That scrape was the final wind-up of a transaction that had its beginning in the quarrel I had with that Brown girl almost a year ago—you know the Brown girl. I never did like her, and the germs of my dislike kept fermenting at such a lively rate that they finally developed into a clearcut resolution to get even with her, in some way.

"About the time that unholy determination crystallized, Mr. Venable, the race horse man, wanted me to do some work for him. I never liked Mr. Venable very well either, so I refused the work for two reasons—first, because I didn't have time to do it, and, second, because Mr. Venable is a born cheat, and has never been known to pay a bill. But even while declining the proffered job Kate Brown and my contemplated revenge came into my mind.

"'I'm sorry I'm so rushed just now,' I said, 'but I can send you to some one who will have time.

"Then I gave him a letter of introduction to Kate and sent him on his way rejoicing. Kate, of course, was glad to get the work, just as I had predicted, and she wrote me a sweet little note telling me how lovely I was to remember her. I didn't hear from her again till yesterday, and then the communication was not transmitted by means of a sweet little note. Kate used her tongue, then, and she used it to advantage, too.

"'That man Venable,' she said, 'has never paid his bill, and what is more he doesn't intend to pay it. He as good as told me so this morning.'

"Of course, I didn't tell Kate that that was the very contingency I had counted on from the beginning, but she seemed to divine as much and straightaway proceeded to accuse me of complicity in the affair.

"'It's my belief,' she said, 'that you two are working in collusion, but you are not going to get off if he does. You were his security—I shouldn't have allowed the work to leave the office till it was paid for if you hadn't vouched for the fellow, and if he won't pay me you've got to. I've run off five dollars' worth of circulars designed to lure countless racetrack devotees to their destruction, and I want my money for my part in the transaction even if they do go broke.'

"'I'll bring suit against you,' she said, 'as sure as I live, if you don't pay me. You'll look nice marching down to the police court to be convicted of deceit with intent to defraud, won't you?'

"At the picture of that degrading punitive expedition I capitulated.

"'Of course, you shall have your money,' I said. 'I'm sorry you've been kept waiting so long,' whereupon I dived down into my purse and brought up that five-dollar bill that Aunt Mary sent me for a Christmas present, and handed it over.

"After Kate had left and I had regained my normal mental condition I inquired into the matter and found that she could no more hold me responsible for that man's debts that she could fly. It was solely through ignorance of the law that was scared into giving up the money, and I'm going to guard against any such future calamities."

FROCKS AND FRILLS FOR THE FAIR

New Evening Mantle.

The evening mantle most immediately popular is one presenting the double qualification of warmth and lightness, to which end are the filmiest silks, laces and crepe de chines allied to thick quilted linings and soft, fluffy trimmings. Unfortunately, the high, cozy Medici collar is a thing of the past, but there are some most alluring fancies in pelerine disposals of feathers and fur, one lovely cloak coming in the form of a loose sack coat of gauffre silk in a soft blue tone, with cape of kilted chiffon, hemmed marabout feathers, the chinois sleeves, front and base carrying a similar adornment.

Evening Wrap of Panne Velvet.

Many of the evening wraps this season are of panne velvet. The one

shown in the cut is of that material of a delicate mauve color. It is quilted with satin of the same shade. The big collar is trimmed with several rows of very narrow white lace insertion, above which is run a piece of pearl trimming. White fox bands edge the sleeves at the wrist and the big turn up collar that flares around the neck.

Mauve is a safe color to go with many other shades, and is on that account very appropriate for an evening wrap, which is made to outlive several evening gowns and seasons.

Extravagant Fashions.

All fashions of to-day point to extravagance. If we have inexpensive materials they are so loaded with trimmings, or are so minutely and expensively handworked that they are dear in the end. Beautiful velvets and the costliest embroideries are part of the modes of the moment, and never has luxury been carried to such a pitch in jewelry. The neck, arms and head are covered with gems, so are the fronts of the bodices, and many women introduce beautiful jewels on to the skirts—real, not imitation. Rows of pearls are festooned over many of the draperies on low bodices. Embroideries of wreaths and sprays of flowers in their natural tints, made of chiffon and shaded silk, are much worn.

Informal Talks

The really smart tailor walking skirt has never a circular flounce as a foot finish.

Fine white net is an innovation for bridal gowns that promises to be very popular with brides.

An exceedingly pale pearl gray has appeared lately in satin coat linings as a rival to the universal white.

A little handwork gives an individuality to a gown which lifts it immediately from the ranks of the ready made.

As a revulsion from the very heavy line nkinds, popular lately, the correct collar and cuff sets grow sheerer and sheerer.

Rows of narrow black velvet ribbon adorned with tiny gilt spangles is a favorite garniture for winter afternoon gowns.

Light gray English friezes or Scotch homespuns are the correct style for the Norfolk jacket walking suits at present.

The proper angle for the hat aigrette is lying on the top of the crown from the back toward the front, not standing in military fashion, as formerly.

A gold tissue belt, collar and cuffs studded with jet beads was the incongruous, yet very exclusive finish upon the mink coats worn recently by a very swagger woman.

Hat Worth Copying.

The hat illustrated is of dark maroon velvet, faced with pale

maroon and trimmed with maroon asters on the brim. The plumes of the underbrim are of dark and light maroon.

Relief of Childish Woes.

When a child has burned its mouth by drinking coffee or tea that is too hot, ice is the remedy that will relieve the pain. The child should be given small pieces of ice to suck as long as the pain lasts. Of course a doctor should be sent for if the burn is serious and swelling of the delicate membrane ensues. But in ordinary cases the ice will allay the pain and inflammation.

Ball Gown for Young Girl.

This ball gown, worn by a young girl, is of light pink satin, trimmed with cream lace, with tiny drops fringing the lace flounces. Under the lace are full ruffles of a much deeper

shade of pink chiffon. The bodice of the chiffon is draped with lace, with crescents of pink satin fringed with pearl drops. The girdle is of pink panne velvet.

Advice to Tired Women.

If the busy woman will take advantage of the following advice she will find that youth and beauty will linger with her past their allotted time. Every day after luncheon, no matter how her time is occupied, she will bathe face and neck in warm water, and in case of unusual fatigue, especially warm applications will be placed on the back of the neck for a few moments. The tired lines should next be smoothed out deftly, skin food should be applied, and then away to a darkened room for twenty minutes of complete rest. This simple procedure is so inexpensive and so easily managed that it will never be popular; but facts show that many women have been wonderfully benefited by the rest when it is needed rather than after all the work and hurry and bustle are over.

FORECAST OF MARCH FASHIONS.

FOR GOOD HIGHWAYS

IMPORTANT BILL RECENTLY INTRODUCED IN CONGRESS.

Col. Brownlow's Measure Provides for National Aid to States in Supervising and Constructing Good Roads —Great Things Expected from the Scheme.

The idea of the national government taking an active part in the construction of the highways, so popular three-quarters of a century ago, has for several decades been considered obsolete. But the interest manifested in the Brownlow bill, which provides for national aid to road building, shows that this idea is very much alive.

It is now ten years since the popular demand that Uncle Sam do something to help out of the mud led to the establishment of an office of public road inquiries in the Department of Agriculture. The work of this office was intended to be purely educational in character. It was to colect and disseminate practical information concerning the roads of the country and means and methods for their improvement. The first work of this office was to prepare and publish a large number of bulletins and circulars treating on the various phases of road building and improvement. This work occupied several years, and it was done well. If the roads in most parts of the country remain bad, it is not for the want of information as to how they may be improved in the best and most economical manner; Uncle Sam's "good roads" office is a veritable "information bureau" on the subject.

But the work of this office did not stop here. The educational idea was carried further, and during the past three years the object lesson feature has assumed greater importance. The idea as carried out is very simple. When the people of some progressive community or the authorities of some educational institution want a piece of road built to illustrate the benefits of good roads and the methods of building them, application is made to the Department of Agriculture, and, whenever possible, a government expert is sent to supervise the work. Recently a number of prominent and progressive railroad men have been giving the road question some study, and have come to the conclusion that the improvement of the roads in the territory tributary to their lines would materially increase their business. So popular has this idea become that the officials of some of the leading railways have come forward with offers to co-operate with the government in the object-lesson work. Another voluntary factor in this co-operative work is the manufacture of road-building devices who desire to bring their machinery to the attention of the public. In this co-operative work the government furnishes the experts, the manufacturers the machinery and the railroads the transportation. The idea has proven extremely popular. Object lesson roads have been built under government supervision in twenty states; and so great has been the demand for national aid of this kind that a large number of applications have to be refused every year because the funds appropriated by Congress are insufficient to employ and pay this expense of enough experts to do the work. Already Congres has twice made an increase in the appropriations for this work, but the $20,000 now appropriated annually proves wholly inadequate to meet the demands for this educational work.

It should be borne in mind that all the work of this kind done by the government is in the nature of national aid. There is, therefore, nothing new in principle in the bill recently introduced in Congress by Col. Brownlow of Tennesse, providing for national aid of a more extensive and substantial character. It is proposed that the government shall no longer confine its assistance to educational work; that it shall furnish not only information and supervision, but financial assistance. Under certain limitations, the national government will co-operate with states and counties in the improvement of the common roads, each assuming a certain proportion of the expense.

If the educational work done by the government in recent years has done so much to encourage and stimulate road improvement, what may we not expect from this great extension of the principle of national aid? It is sometimes urged as an objection to national aid that it will cause the people to relax their efforts at road improvement, and to depend on the general government to do the work for them. Is it not likely to produce exactly the opposite result? The large fund which Congress will appropriate for this work will be divided among the states in proportion to population. But no state can secure its share except by complying with the conditions prescribed, the chief of which it is that it shall raise a like sum for the same purpose. Instead of discouraging state effort, this should greatly stimulate it. Again, if a state takes no action looking to the acceptance of the government's proffered help, the individual counties may do so, and this again will create a rivalry among the countries.

The scheme is a great one, and far-reaching in its possibilities for economic development. Time and intelligence will be required to work out the details of its application, but there appears to be no serious obstacle, either practical or constitutional, in the way of its realization.